



## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	G. F. Morrison, E.M.R.
"FATSHAN,"	2,260 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday, excepted); 9 P.M. and 10.30 P.M. (Saturday, excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 1 P.M. and 6 P.M. (Sunday, excepted).

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River; Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
-------------------	------------	-----------------------

Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
------------------	----------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD.  
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION  
COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain W. A. Valentine.
"NANNING,"	569 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M.; calling at Yunki, Mabning, Kunchik, Kau-Kung, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Dong and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

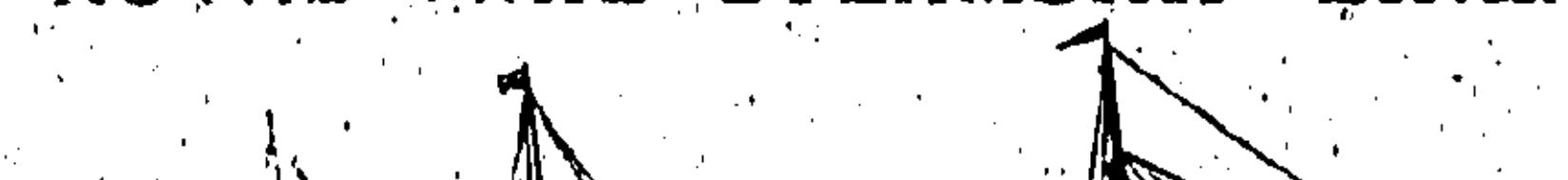
FARES.—Canton to Wuchow.....Single \$15.00. Return \$25.00.  
Canton to Tak Hing.....Single \$2.50. Return \$2.00.  
Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
Hotel Mansions (First Floor) opposite the Hongkong Hotel,  
Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.,  
Hongkong, 8th September, 1905

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers. Tons Commanders. Sailing Dates.  
R.M.S. "EMPEROR OF CHINA" 6,000, R. Archibald, E.M.R., WEDNESDAY, 18th Oct.  
"ATHENIAN" 2,440, S. Robinson, E.M.R., WEDNESDAY, 1st Nov.  
"EMPEROR OF INDIA" 6,000, E. Beetham, E.M.R., WEDNESDAY, 15th Nov.  
"TARTAR" 4,115, W. Davison, E.M.R., WEDNESDAY, 29th Nov.  
"EMPEROR OF JAPAN" 6,000, II. Pybus, E.M.R., WEDNESDAY, 12th Dec.  
Hongkong to London, 1st Class, \$140. 1/4 St. Lawrence Co., 1/4 New York £62  
Hongkong to London, Intermediate on  
Steamers, and 1st Class Rail ..... \$40. " £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous  
INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN  
COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND  
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Inter-  
mediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese  
and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage,  
apply to D. E. BROWN, General Agent,

Hongkong, 20th September, 1905 Corner Pedder Street and Praya, opposite Blake Pier. [10]

## HAMBURG-AMERIKA LINIE.

(STATISTISCHER DIENST).

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE  
LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Steamers. DESTINATIONS. SAILING DATES.  
SLAVONIA.....HAVRE, BREMEN AND HAMBURG. 18th October Freight and  
Roden.....(Calling at S'Pore, PENANG & COLOMBO.) Passengers.  
BORUSSIA\*.....HAVRE and HAMBURG. 4th Nov. Freight and Passengers.  
SEBRIA.....HAVRE and HAMBURG. 10th Nov. Freight.  
SENEGAMBIA.....HAVRE, BREMEN and HAMBURG. 18th Nov. Freight.  
Peter.....(Calling at S'Pore, PENANG & COLOMBO.) 18th Nov. Freight.  
C. FRED. LAEISZ.....HAVRE and HAMBURG. 29th Nov. Freight.  
Meyerdecker.....(Calling at S'Pore, PENANG & COLOMBO.) 29th Nov. Freight.  
SITHONIA.....HAVRE and HAMBURG. 13th Dec. Freight.  
NUBIA.....NEW YORK VIA SUEZ, About 1st Dec. Freight.  
Haber.....with liberty to call at the Malabar coast. 31st Dec. Freight.  
\* Special attention of intending Passengers is drawn to the splendid accommodation of this  
steamer. Saloon and cabins amidships. Lighted throughout by Electricity.  
Duly qualified Doctors are carried.

For further Particulars, apply to HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
Hongkong, 17th October, 1905.

D. NOMA, TATTOOER,  
60, QUEEN'S ROAD, CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' ex-  
perience in TATTOOING is a guarantee of good work and prompt execution. My  
Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained  
by any other, as their composition is only known to me. H. R. H. The Duke of York, and  
H. T. H. The Emperor of Russia, both honoured me with their patronage; besides many others  
of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations  
which I have received from all sources.

Tattington, 16th November, 1904.

## THE HONGKONG TELEGRAPH TUESDAY OCTOBER 17, 1905.

## IMPERIAL GERMAN MAIL LINES.

## EUROPEAN LINE.

NORDDEUTSCHER LLOYD, BREMEN

STEAM FOR SINGAPORE, PEMANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers  
and Luggage.

M.E.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

ZIETEN	WEDNESDAY, 25th October.
PRINZ ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.
PRINZ EITZ FRIEDRICH	WEDNESDAY, 3rd January, 1906.
GNEISENAU	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.
PRINZ ALICE	WEDNESDAY, 14th March.
SEYDLITZ	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITZ FRIEDRICH	WEDNESDAY, 25th April.

ON WEDNESDAY, the 25th October, 1905, at Noon, the Steamship ZIETEN, Capt. F. von Binsen, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 23rd October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 24th October, as Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 24th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE,  
VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.

TONS. SAILING DATES.

PRINZ SIGISMUND	1,302	TUESDAY, 14th November.
WILLERAD	1,762	TUESDAY, 12th December.

ON TUESDAY, the 14th November, 1905, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.  
DIRECT FOR YOKOHAMA AND KOBE.

FOR YOKOHAMA AND KOBE.

STEAMERS. ABOUT

YOKOHAMA & KOBE, PRINZ SIGISMUND\* .....TUESDAY, 24th October.

SHANGHAI, NAGASAKI, } SACHSEN .....WEDNESDAY, 25th October.

KOBE & YOKOHAMA, PRINZ REGENT LUITPOLD .....WEDNESDAY, 8th Nov.

\* Reaching Yokohama in less than 6 days.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 17th October, 1905.

## WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip ..... \$12.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.

THE steamers sail from HONGKONG to SAMSHU, SHUHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip ..... \$30.

## Intimation.

**WM. POWELL,**  
LIMITED.

"ALEXANDRA  
BUILDINGS"  
Des Vieux Road.

**NEW GOODS  
NOW ON SHOW.**

**TRIMMED AND  
UNTRIMMED  
MILLINERY,  
FLOWERS,  
FOLIAGE, AND  
RIBBONS.**

**SILK BLOUSES,  
DELAINE SHIRTS,  
GOLFERS.**

**LACE COLLARS,  
BERTHAS AND  
JABOTS.**

**SILK AND LACE  
NECKWEAR.**

**Light & Medium-weight  
PURE**

**UNSHRINKABLE  
WOOLLEN VESTS,  
DRAWERS,  
COMBINATIONS  
& SPENCERS.**

**FINE CASHMERE  
HOSIERY.**

**SILK & KID BELTS,  
Latest Designs.**

**DAINTY FANCY  
HANDKERCHIEFS**

**A large assortment of  
SMARTLY-CUT  
UNDERSKIRTS,  
For Morning and Evening wear.**

**English and American  
(Black, Bronze & Tan)  
BOOTS AND SHOES  
with Button, Lace, Buckle or Strap.**

**White Kid, Ivory Satin,  
Black-beaded and  
Bronze-beaded  
EVENING  
FOOTWEAR.**

**Best Quality at Moderate Prices.**

**WHITE KID GLOVES  
Self and Block Points.**

**SOFT CHAMOIS  
WASHING GLOVES**

**DRESS FABRICS  
in endless variety.**

**All the Newest Goods on the Market.**

**INSPECTION INVITED.**

**Wm. POWELL LTD.,  
HONGKONG.**

Hongkong, 1st October, 1905.

## Consignees.

S.S. "SALAZIE"  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex.s.r. "Slion," and from St. Nazaire ex.s.s. "Ville de Boulogne," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 23rd October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me or before the 23rd October, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 23rd October, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 16th October, 1905.

"MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "LOTHIAN,"  
FROM GLASGOW, LIVERPOOL AND  
MIDDLEBOROUGH.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED,

Agents.

Hongkong, 16th October, 1905.

## NOTICE TO CONSIGNEES.

"POONA,"  
FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary, before noon, TO-DAY.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

J. S. I. F. W. S.  
Managing Superintendent.

Hongkong, 14th October, 1905.

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM LONDON, &c.

THE Steamship

"GLENLOCHY"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 20th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognised if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.

Hongkong, 13th October, 1905.

FROM HAMBURG, BREMEN, ROTTEN-

DAM, ANTWERP, PENANG  
AND SINGAPORE.

THE H. A. L. Steamship

"RHAEATIA"

Captain Behrens, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods, from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignee's risk and expense.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All broken, chafed and damaged Goods to be left in the Godowns, where they will be examined on the 16th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA-LINE

Hongkong, 13th October, 1905.

[100]

## Auction.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION,

ON SATURDAY,

the 21st October, 1905, at 11 A.M., at Kwong Fung Lung's, Yau-mai-ti.

ONE STEEL BOILER,

English-made, built in Glasgow;

DIMENSIONS—9 ft. 6 in. Diameter by 9 ft.

6 in. long with dome, Shell Plate 4 in. End

plate 8 in., Tube Plate 9/16 in., Two Plain

Furnaces 3 ft. 6 in. by 6 ft. 6 in., 8 in. thick

Separate Combustion Chambers 9 ft. 6 in. Plate,

2 ft. 3 in. Stay Tubes and 6 ft. 3 in. Main Tubes,

Longitudinal Stay 2 ft. 6 in., Combustion Cham-

ber Stay 1 ft. 6 in., tested by Hydraulic Pres-

sure to 250 lbs.

A Steam-launch will leave Blake Pier at 10.30 A.M. to convey intending purchasers.

TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers,

Hongkong, 14th October, 1905.

## Insurance.

## NORTH GERMAN FIRE INSUR-

ANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSSEN & Co.

Hongkong 28th May, 1905.

## Hotels.

ORIENTAL HOTEL,  
MACAO.

A FIRST CLASS HOTEL situated in the centre of Praia Grande with splendid view of the harbour.

LARGE AND LOFTY ROOMS,

Elegantly Furnished.

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND

Tourists.

For Terms, &c., apply to—

THE MANAGER,

Macao, 16th October, 1905.

[152]

## OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 16th May, 1905.

[17]

## Intimations.

## INSIST UPON HAVING IT ON YOUR TABLE.

RUTTON-JEE'S-BREAD.

Only the Best Flour is used.

Price List and Pass Books will be sent on application:

H. RUTTON-JEE,

No. 5, D'Aguilar Street.

Nos. 36 to 39, Elgin Road, Kowloon.

Hongkong, 13th October, 1905.

[158]

## AN APPEAL.

THE SUPERIORITY of the ITALIAN

CONVENT, CAINE ROAD, beg most

respectfully to APPEAL to the Residents of

Hongkong and the Coast Ports, for their kind

strength and support, and desires to state that

she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Coff

and Collars renewed on old ones.

Ladies and Children's Under-clothing, Chil

dren's Dresses, and all kinds of Embroidery,

Materials can be supplied, if required.

The Superiority will also be most grateful

## Intimations.

**A. S. WATSON & CO.,  
LIMITED.**

WINE & SPIRIT  
MERCHANTS.

HAVE BEEN APPOINTED AGENTS  
FOR MESSRS.

**ROBERT PORTER  
& CO.**

BOTTLERS OF THE FAMOUS

BULL DOG  
BRAND

BASS' ALE, GUINNESS' STOUT,  
AND

LIGHT ALES.

## PRICES:

## PER CASE

"Bull Dog"	
Bass' Ale	8 doz. pts. \$15. Per doz. pts. \$3.25
"Bull Dog"	
Light Ale in Cham-pagne Bottles	4 " qts. \$18. " qts. \$4.50
(specially brewed for this climate)	8 " pts. \$24. " pts. \$3.00
"Bull Dog" Guiness' Stout	12 " splits \$27. " splits \$2.40
Do.....	8 " pts. \$24. " pts. \$3.00
Do.....	12 " splits \$28. " splits \$2.40

**A. S. WATSON & Co.,  
LIMITED,**

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 23rd September, 1905.

**The Hongkong Telegraph**

HONGKONG, TUESDAY, OCTOBER 17, 1905.

## CHINESE REACTIONARIES.

The news which we have received from North China during the past few days is, to say the least, of a most disturbing character. On Saturday we published a special telegram from our Shanghai correspondent stating that the German Minister at Peking had reported to his Government that great unrest prevailed in Shantung Province. Then a Peking despatch was received by a northern contemporary which said that the Chinese servants of Europeans in Tientsin were quitting their employment at a moment's notice, on the plea that trouble was coming. Yesterday telegrams were received in Hongkong describing what is termed an anti-dynastic movement, and that it is of no ordinary character may be gathered from the fact that the Legation Guards at Peking are being strengthened and precautions taken against surprise. All this points to a recurrence of the Boxer troubles fomented by the reactionaries of the northern provinces. Shantung, in particular has long been a hotbed of the reactionary movement, and it seems that the leaders are feeling their way towards another outbreak against foreigners. The recent evidences that the spirit of reform had at last become the policy of the dominating party of all enlightened merchants and scholars in China have in all probability served as fuel to the fire of that innate conservatism which has been the keynote of Chinese life from time immemorial. Of late, reforms have been seen in every direction. Railway schemes, which had been allowed to lie dormant for years, have at length been taken up by the reform party with enthusiasm—the only question being whether they should be built by the Chinese themselves or by foreign contractors. And most extraordinary of all, the Chinese at the treaty ports only recently formed themselves into a combination to boycott American goods in retaliation for the proposed "Exclusion" Law. The very fact that Chinese of various clans could join in one common movement was in itself an unusual spectacle, and seemed to indicate that a wave of reform—that is to say, a general adoption of Western methods to meet the exigencies of a special occasion—had passed over the country. The Dowager-Empress has been especially gracious to the foreign visitors at Peking. A Commission is on the point of leaving to study foreign principles and trade methods, and in a variety of ways it was clear that the far-seeing statesmen of China had awakened to a sense of their duties, and were determined that China should be roused from her lethargy. But in the meantime what was going on in the interior, where communication with the outside world is restricted, and ancestral ideas flourish in all their pristine beauty? Apparently the most decided antagonism to the craze for modernity filled the minds of the self-styled leaders of the peasantry. They viewed the successive reforms, which flooded the country, with the alarm of the devotee when he sees the iconoclast at work. An ignorant and superstitious people is easily roused by alarms and rumours and the reports of self-seeking reactionaries. The first real evidence of the unrest prevailing was seen in the incident of the bomb-throwing at the Commissioners appointed to visit foreign countries and to formulate plans whereby the great Middle Kingdom might take her rightful place in the world. The coolies leaving their European masters might be likened to rats deserting what they thought to be a sinking ship. The warnings to missionaries cannot be ignored. But is it quite certain that this can be called an anti-dynastic movement? Might it not rather be described as a demonstration of reformers? Just as in Europe the Anarchist flings his bombs wildly and recklessly around, caring not a jot whether they light on the guilty or innocent, in order that attention may be called to his wrongs, so the Chinese reactionary—himself a paradox in that he adopts modern methods to evince his antagonism to reform—gathers in force to vent his grievances against the prevailing policy of the Government. Unfortunately these symptoms of unrest have a tendency to degenerate into wanton outrages upon foreigners. The anti-reformers are blinded by their passion. They have seen how the Japanese, whom they will consider as cousins, have soundly whipped a European Power, forgetting that the Japanese are as modern in thought and practice as the most advanced European nation; and no doubt in their crude way they think they can imitate the Japanese and obtain similar results. It is a most serious question how this unrest can be stopped in the bud. The Chinese Government has no greater control over the people than it had in 1900. Our only hope is in the arguments of those intelligent Chinese leaders who are in the front rank of the reformers.

ports and in the interior to fully realize the idiocy of attempting to stem the tide of reform. China as a nation is moving slowly, but perceptibly in the right direction towards the adoption of modern ideas, and the shouting and yelling of a few reactionaries—who should be classed as brigands and traitors to their country—should be regarded as the snarlings of an ill-tempered cur. A firm attitude at the outset will effectively check this movement, and the Chinese Imperial Government, aided by the enlightened section of the population, should easily succeed in putting an end to the blustering leaders of the anti-reform movement. But there must be no hesitation or delay in the matter.

## LOCAL AND GENERAL.

ON her last trip across to Manila the *Zafiro*'s cargo included 500 barrels of cement.

THE wife of Admiral Nitobagot indignantly denies a report which has been circulated that her husband asked the Emperor of Japan to confer upon him Japanese nationality.

FOR repairing the damages to public buildings, etc., at Macau caused by the earthquake and recent typhoon, the Lisbon Government has authorized an expenditure of 15,400,000 reis.

BARON Kiyoura has stated that an Exhibition will be held in Japan in 1908. It will be on a larger scale than the Osaka Exhibition of 1903, but it has not yet been decided whether it shall be international or confined to domestic products and manufactures.

A COUPLE of sportsmen who went to Cheung-wan on Sunday found young pigeons plentiful but shy, while a few snipe were raised. They state that about a month good sport should be obtained in this district. At present, however, the paddy is too green for good shooting to be expected.

IT is stated that at the request of the Japanese Government, Messrs. Armstrong, of the famous Elswick Works, have decided to establish a branch on the Banin river, in the vicinity of Hiratsuka on the Takadoto railway, with a view to fulfilling the orders from the Naval Department.

CHAN SO, the man who snatched the \$51,40 from an *amak* employed at No. 1 Lyndhurst Terrace, was arrested on Saturday, with a portion of the stolen money in his possession. Yesterday he was placed before Mr. F. A. Hazelton and charged. Mr. P. W. Goldring defended and asked for a remand which was granted for one week.

IT is announced that the Russian War Department will utilize the 10 Russian steamers which remained at Shanghai after the battle of Tsushima for the repatriation of prisoners. They will accommodate 20,000 persons, and would have to make five trips. The charter of foreign vessels is, therefore, also under consideration.

MR. Charles Stokes Head, who is said to be an active member of the Agapemonite sect, a resident at the "Abode of Love," and secretary to J. H. Smyth-Pi, got, was removed from the office of director of the V. V. Bread Company at an extraordinary meeting of the company, at Salisbury House on 19th ult., because of the damage which, it is said, his connection with Piggott's sect has done to the business of the company.

MAJOR H. Broke and Major G. F. A. Ackworth, Royal Engineers, have been posted to Hongkong and Tientsin, North China, respectively. Major Broke, who was lately doing duty at York, saw service in South Africa, and was wounded in action. His services brought mention in despatches. Major Ackworth also went through the same campaign. The returning officers are Major L. J. Dopping-Heppenstall and C. F. H. Le Breton-Simmons.

IT has been decided that Sir Gerard Noel will remain in command of the China Squadron on promotion to the rank of Admiral. The command up to the present was held by a Vice-Admiral, but owing to the fact that the China, East Indies, and Australian Squadrons have been practically amalgamated, the Admiralty considered it highly desirable to have an officer of Sir Gerard's experience and undoubted ability at the head of the "Eastern Fleet." As in Europe the Anarchist flings his bombs wildly and recklessly around, caring not a jot whether they light on the guilty or innocent, in order that attention may be called to his wrongs, so the Chinese reactionary himself a paradox in that he adopts modern methods to evince his antagonism to reform—gathers in force to vent his grievances against the prevailing policy of the Government. Unfortunately these symptoms of unrest have a tendency to degenerate into wanton outrages upon foreigners. The anti-reformers are blinded by their passion. They have seen how the Japanese, whom they will consider as cousins, have soundly whipped a European Power, forgetting that the Japanese are as modern in thought and practice as the most advanced European nation; and no doubt in their crude way they think they can imitate the Japanese and obtain similar results. It is a most serious question how this unrest can be stopped in the bud. The Chinese Government has no greater control over the people than it had in 1900. Our only hope is in the arguments of those intelligent Chinese leaders who are in the front rank of the reformers.

AT a meeting of the Sanitary Board this afternoon, the M.O.H. and the assistant M.O.H. reported in connection with conveniences at Tsim Tsui Point that it was impossible to suggest a site for a latrine which would not cause some party or parties to complain. The most convenient place was between the Naval Yard and Island Lot 99, just off MacDonnell Road. The secretary of the Wharf and Godown Company was prepared to do away with the entrance to the latrine on MacDonnell Road, and make one only from the company's private land. If this proved insufficient, he was prepared to do away with the latrine altogether and erect one on the roof of the cooler's quarters similar to that on the roof of other quarters. He was prepared further to erect smaller latrines here and there for the coolies captured in carrying cargo to and from the ships and godowns. It was therefore thought likely that when the European trade is largely diverted from Eglinton Road to Salisbury Road, consequent upon the new position of the wharves, the Chinese traders will be compelled to erect more numerous latrines in their own houses.

BEFORE Mr. A. G. Wise (Police Judge) this morning, Tak Cheung Tai, merchant, of No. 1 Circular Pathway, sued Tung Tat and Cheung Kok, lately trading under the style of the Yan Wo, Cheung, to recover the sum of \$48.62, being balance due for goods supplied. Mr. R. Harding, of Messrs. Ewens, Harston and Harding appeared for the plaintiff, and Mr. R. A. Harding for the *Lung Lai* firm. Mr. R. Harding stated that all the goods in respect of which this money was due had been delivered to the Yan Wo Cheung firm, of which the partners were Tung Tat and Cheung Kok. In the middle of the present Chinese year, the Yan Wo Cheung closed and the *Lung Lai* sprang up in its place. It was principally the *Lung Lai* firm which had been trading with the Chinese, and the Yan Wo Cheung firm had been trading with the Europeans.

BEFORE Mr. A. G. Wise (Police Judge) this morning, Tak Cheung Tai, merchant, of No. 1 Circular Pathway, sued Tung Tat and Cheung Kok, lately trading under the style of the Yan Wo, Cheung, to recover the sum of \$48.62, being balance due for goods supplied. Mr. R. Harding, of Messrs. Ewens, Harston and Harding appeared for the plaintiff, and Mr. R. A. Harding for the *Lung Lai* firm. Mr. R. Harding stated that all the goods in respect of which this money was due had been delivered to the Yan Wo Cheung firm, of which the partners were Tung Tat and Cheung Kok. In the middle of the present Chinese year, the Yan Wo Cheung closed and the *Lung Lai* sprang up in its place. It was principally the *Lung Lai* firm which had been trading with the Chinese, and the Yan Wo Cheung firm had been trading with the Europeans.

BEFORE Mr. A. G. Wise (Police Judge) this morning, Tak Cheung Tai, merchant, of No. 1 Circular Pathway, sued Tung Tat and Cheung Kok, lately trading under the style of the Yan Wo, Cheung, to recover the sum of \$48.62, being balance due for goods supplied. Mr. R. Harding, of Messrs. Ewens, Harston and Harding appeared for the plaintiff, and Mr. R. A. Harding for the *Lung Lai* firm. Mr. R. Harding stated that all the goods in respect of which this money was due had been delivered to the Yan Wo Cheung firm, of which the partners were Tung Tat and Cheung Kok. In the middle of the present Chinese year, the Yan Wo Cheung closed and the *Lung Lai* sprang up in its place. It was principally the *Lung Lai* firm which had been trading with the Chinese, and the Yan Wo Cheung firm had been trading with the Europeans.

BEFORE Mr. A. G. Wise (Police Judge) this morning, Tak Cheung Tai, merchant, of No. 1 Circular Pathway, sued Tung Tat and Cheung Kok, lately trading under the style of the Yan Wo, Cheung, to recover the sum of \$48.62, being balance due for goods supplied. Mr. R. Harding, of Messrs. Ewens, Harston and Harding appeared for the plaintiff, and Mr. R. A. Harding for the *Lung Lai* firm. Mr. R. Harding stated that all the goods in respect of which this money was due had been delivered to the Yan Wo Cheung firm, of which the partners were Tung Tat and Cheung Kok. In the middle of the present Chinese year, the Yan Wo Cheung closed and the *Lung Lai* sprang up in its place. It was principally the *Lung Lai* firm which had been trading with the Chinese, and the Yan Wo Cheung firm had been trading with the Europeans.

BEFORE Mr. A. G. Wise (Police Judge) this morning, Tak Cheung Tai, merchant, of No. 1 Circular Pathway, sued Tung Tat and Cheung Kok, lately trading under the style of the Yan Wo, Cheung, to recover the sum of \$48.62, being balance due for goods supplied. Mr. R. Harding, of Messrs. Ewens, Harston and Harding appeared for the plaintiff, and Mr. R. A. Harding for the *Lung Lai* firm. Mr. R. Harding stated that all the goods in respect of which this money was due had been delivered to the Yan Wo Cheung firm, of which the partners were Tung Tat and Cheung Kok. In the middle of the present Chinese year, the Yan Wo Cheung closed and the *Lung Lai* sprang up in its place. It was principally the *Lung Lai* firm which had been trading with the Chinese, and the Yan Wo Cheung firm had been trading with the Europeans.

BEFORE Mr. A. G. Wise (Police Judge) this morning, Tak Cheung Tai, merchant, of No. 1 Circular Pathway, sued Tung Tat and Cheung Kok, lately trading under the style of the Yan Wo, Cheung, to recover the sum of \$48.62, being balance due for goods supplied. Mr. R. Harding, of Messrs. Ewens, Harston and Harding appeared for the plaintiff, and Mr. R. A. Harding for the *Lung Lai* firm. Mr. R. Harding stated that all the goods in respect of which this money was due had been delivered to the Yan Wo Cheung firm, of which the partners were Tung Tat and Cheung Kok. In the middle of the present Chinese year, the Yan Wo Cheung closed and the *Lung Lai* sprang up in its place. It was principally the *Lung Lai* firm which had been trading with the Chinese, and the Yan Wo Cheung firm had been trading with the Europeans.

BEFORE Mr. A. G. Wise (Police Judge) this morning, Tak Cheung Tai, merchant, of No. 1 Circular Pathway, sued Tung Tat and Cheung Kok, lately trading under the style of the Yan Wo, Cheung, to recover the sum of \$48.62, being balance due for goods supplied. Mr. R. Harding, of Messrs. Ewens, Harston and Harding appeared for the plaintiff, and Mr. R. A. Harding for the *Lung Lai* firm. Mr. R. Harding stated that all the goods in respect of which this money was due had been delivered to the Yan Wo Cheung firm, of which the partners were Tung Tat and Cheung Kok. In the middle of the present Chinese year, the Yan Wo Cheung closed and the *Lung Lai* sprang up in its place. It was principally the *Lung Lai* firm which had been trading with the Chinese, and the Yan Wo Cheung firm had been trading with the Europeans.

BEFORE Mr. A. G. Wise (Police Judge) this morning, Tak Cheung Tai, merchant, of No. 1 Circular Pathway, sued Tung Tat and Cheung Kok, lately trading under the style of the Yan Wo, Cheung, to recover the sum of \$48.62, being balance due for goods supplied. Mr. R. Harding, of Messrs. Ewens, Harston and Harding appeared for the plaintiff, and Mr. R. A. Harding for the *Lung Lai* firm. Mr. R. Harding stated that all the goods in respect of which this money was due had been delivered to the Yan Wo Cheung firm, of which the partners were Tung Tat and Cheung Kok. In the middle of the present Chinese year, the Yan Wo Cheung closed and the *Lung Lai* sprang up in its place. It was principally the *Lung Lai* firm which had been trading with the Chinese, and the Yan Wo Cheung firm had been trading with the Europeans.

BEFORE Mr. A. G. Wise (Police Judge) this morning, Tak Cheung Tai, merchant, of No. 1 Circular Pathway, sued Tung Tat and Cheung Kok, lately trading under the style of the Yan Wo, Cheung, to recover the sum of \$48.62, being balance due for goods supplied. Mr. R. Harding, of Messrs. Ewens, Harston and Harding appeared for the plaintiff, and Mr. R. A. Harding for the *Lung Lai* firm. Mr. R. Harding stated that all the goods in respect of which this money was due had been delivered to the Yan Wo Cheung firm, of which the partners were Tung Tat and Cheung Kok. In the middle of the present Chinese year, the Yan Wo Cheung closed and the *Lung Lai* sprang up in its place. It was principally the *Lung Lai* firm which had been trading with the Chinese, and the Yan Wo Cheung firm had been trading with the Europeans.

BEFORE Mr. A. G. Wise (Police Judge) this morning, Tak Cheung Tai, merchant, of No. 1 Circular Pathway, sued Tung Tat and Cheung Kok, lately trading under the style of the Yan Wo, Cheung, to recover the sum of \$48.62, being balance due for goods supplied. Mr. R. Harding, of Messrs. Ewens, Harston and Harding appeared for the plaintiff, and Mr. R. A. Harding for the *Lung Lai* firm. Mr. R. Harding stated that all the goods in respect of which this money was due had been delivered to the Yan Wo Cheung firm, of which the partners were Tung Tat and Cheung Kok. In the middle of the present Chinese year, the Yan Wo Cheung closed and the *Lung Lai* sprang up in its place. It was principally the *Lung Lai* firm which had been trading with the Chinese, and the Yan Wo Cheung firm had been trading with the Europeans.

BEFORE Mr. A. G. Wise (Police Judge) this morning, Tak Cheung Tai, merchant, of No. 1 Circular Pathway, sued Tung Tat and Cheung Kok, lately trading under the style of the Yan Wo, Cheung, to recover the sum of \$48.62, being balance due for goods supplied. Mr. R. Harding, of Messrs. Ewens, Harston and Harding appeared for the plaintiff, and Mr. R. A. Harding for the *Lung Lai* firm. Mr. R. Harding stated that all the goods in respect of which this money was due had been delivered to the Yan Wo Cheung firm, of which the partners were Tung Tat and Cheung Kok. In the middle of the present Chinese year, the Yan Wo Cheung closed and the *Lung Lai* sprang up in its place. It was principally the *Lung Lai* firm which had been trading with the Chinese, and the Yan Wo Cheung firm had been trading with the Europeans.

BEFORE Mr. A. G. Wise (Police Judge) this morning, Tak Cheung Tai, merchant, of No. 1 Circular Pathway, sued Tung Tat and Cheung Kok, lately trading under the style of the Yan Wo, Cheung, to recover the sum of \$48.62, being balance due for goods supplied. Mr. R. Harding, of Messrs. Ewens, Harston and Harding appeared for the plaintiff, and Mr. R. A. Harding for the *Lung Lai* firm. Mr. R. Harding stated that all the goods in respect of which this money was due had been delivered to the Yan Wo Cheung firm, of which the partners were Tung Tat and Cheung Kok. In the middle of the present Chinese year, the Yan Wo Cheung closed and the *Lung Lai* sprang up in its place. It was principally the *Lung Lai* firm which had been trading with the Chinese, and the Yan Wo Cheung firm had been trading with the Europeans.

BEFORE Mr. A. G. Wise (Police Judge) this morning, Tak Cheung Tai, merchant, of No. 1 Circular Pathway, sued Tung Tat and Cheung Kok, lately trading under the style of the Yan Wo, Cheung, to recover the sum of \$48.62, being balance due for goods supplied. Mr. R. Harding, of Messrs. Ewens, Harston and Harding appeared for the plaintiff, and Mr. R. A. Harding for the *Lung Lai* firm. Mr. R. Harding stated that all the goods in respect of which this money was due had been delivered to the Yan Wo Cheung firm, of which the partners were Tung Tat and Cheung Kok. In the middle of the present Chinese year, the Yan Wo Cheung closed and the *Lung Lai* sprang up in its place. It was principally the *Lung Lai* firm which had been trading with the Chinese, and the Yan Wo Cheung firm had been trading with the Europeans.

BEFORE Mr. A. G. Wise (Police Judge) this morning, Tak Cheung Tai, merchant, of No. 1 Circular Pathway, sued Tung Tat and Cheung Kok, lately trading under the style of the Yan Wo, Cheung, to recover the sum of \$48.62, being balance due for goods supplied. Mr. R. Harding, of Messrs. Ewens, Harston and Harding appeared for the plaintiff, and Mr. R. A. Harding for the *Lung Lai* firm. Mr. R. Harding stated that all the goods in respect of which this money was due had been delivered to the Yan Wo Cheung firm, of which the partners were Tung Tat and Cheung Kok. In the middle of the present Chinese year, the Yan Wo Cheung closed and the *Lung Lai* sprang up in its place. It was principally the *Lung Lai* firm which had been trading with the Chinese, and the Yan Wo Cheung firm had been trading with the Europeans.

## TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE

BARON KOMURA ARRIVES AT TOKIO.

[From Our Own Correspondent.]

Shanghai, 17th October,

1.20 p.m.

Baron Komura, the Japanese Peace Envoy, has returned to Japan by the Empress of India, and arrived at Tokio on Monday.

[Writing on the day when it became definitely known that peace had been arranged the Portsmouth correspondent of the New York Commercial said:—The figure of Komura will linger longest in the memories of the newspaper men who have watched the envoy day by day. All the Japanese genius is in that wonderful midget—his diplomatic "brownie" from the land of the Chrysanthemum. Do not forget that he is the Mikado's Minister of Foreign Affairs. He gave Baron Rosen his passport when the war broke out. The extended Anglo-Japanese alliance, which secures Japan against European aggression and will place Britain's fleet at her disposal when she may need more than during the tussle with the Muscovite, is known to be chiefly of Komura's devising. His career is crowded with high points. Yet, behind his personal achievement, and much more important, is his ethnic representative quality; and no one watches his movements, knowing how clear a conception he has of the exterior purposes of Japan—those purposes that bewilder the German Emperor and are not indubitably known either in London or Washington—only speculates curiously as to the future of our relations with a state whose shibboleth is "Asia for the Asiatics" and comes to the conclusion that it is a good thing for the Caucasian races to have a friend at the Mikado's court in John Bull.]

## MONGOLIAN MINES.

## RUSSIAN OFFICER'S MISSION.

[From Our Own Correspondent.]

Shanghai, 17th October,

1.20 p.m.

A Russian officer of engineers has left Peking for the purpose of examining and reporting upon certain mines in Mongolia.

It has been arranged that he is to meet the Dalai Lama in relation to his visit.

[Reuters.]

## The Russo-Japanese Treaty.

London, 15th October.

News has been received in Washington that the Tsar and the Mikado signed duplicate copies of the treaty yesterday.

## Bye-Election.

A LIBERAL VICTORY.

Mr. Andrews, a Liberal, has been elected for Barkston, by 4,376 against 4,148 for Mr. Lane Fox, conservative.

Mr. Andrews replaces Col. Sir R. Gunter, deceased.

[The late Colonel Sir Robert Gunter was Conservative Member for the Barkston Ash Division, Yorkshire.—Ed., H.K.T.]

## Norway Probable King.

Norway will shortly proceed to elect a King.

Prince Charles of Denmark is still mentioned as a likely candidate.

[Prince Charles of Denmark is son of the Crown Prince of Denmark, grandson of King Christian of Denmark, son-in-law of King Edward, a nephew of the King of Greece, a nephew of the King of Sweden, and a cousin of the Tsar. He is 32 years of age. By profession he is a naval officer, and up to the time of his marriage with Princess Maud of Wales in 1896 he devoted most of his time to naval matters. Prince Charles is three years older than her husband. Her son, the first child of the marriage, was born in 1903. She is the prettiest of King Edward's daughters, and is said to be a daring horsewoman. As a linguist she speaks English, German, Swedish, Norwegian, French, and even Russian. Prince Charles is reported by an English paper to be simple and unaffected, and one of the handsomest princes of Europe. A good rider with the hounds, a fine shot, and a billiard player of ability. He is a thorough sportsman in every way. Of his administrative capacity nothing is known.]

Later.

## Great Britain and Germany.

"Le Matin" INCIDENT CLOSED.

The North German Gazette, confirming Reuters of the 14th instant, says that Great Britain's communication, which was spontaneous and confidential, was received in Germany in the same loyal spirit in which it was made.

The assertions of Le Matin had not given any occasion for an Anglo-German diplomatic incident, and the semi-official statement was regarded in Berlin as closing the matter.

## THE STAR-TURKEY COLLISION.

## CHARGE OF MANSLAUGHTER.

As a result of the collision which took place in the harbour yesterday morning between the steamer Star and a steamer and resulted in the drowning of two females, as reported in our columns last evening, Inspector Landwehr has been charged with the charge of manslaughter before Mr. Justice Martin and the magistrate of Chancery Court, and the trial date has been fixed for October 21st.

It is understood that the Star, bound for the port of Callao, had been delayed by the bad weather, and that the steamer which had been engaged in dredging operations had been delayed by the same cause.

## HUANGPU CONSERVANCY CONVENTION.

The Chinese Government being desirous of substituting for the terms of the Protocol of 1901, having reference to the establishment of a River Board for the Huangpu and the functions and revenue of such Board, a new method of procedure whereby the Chinese Government itself will undertake the work and defray the whole of the expense thereof; and the Powers signatory to the final protocol having assented to the proposition, the following conditions have been agreed upon:

Art. I.—The Customs, Tactal and the Commissioner of Customs at Shanghai are entrusted with the general management of the work of improving the course of the Huangpu, and ameliorating the condition of the bar, bold at the mouth and the other side of Woosung, as well as of the maintenance of such works.

With regard to the river and sanitary police, lighting and buoying, pilot service, etc., the former regulations will continue to be in force.

Art. II.—Three months after a signature of the present agreement China will herself select an engineer experienced in masters of river conservancy, and if a majority of the representatives of the Powers signatory to the final Protocol consider that the engineer thus chosen possesses the requisite qualifications, China will immediately appoint him to undertake the work.

In case after commencement of the works, it should be necessary, for reasons considered valid by a majority of the Ministers, to take steps to replace him, the selection and appointment of the new engineer would be effected in the same manner as above mentioned.

Art. III.—All contracts for undertaking the whole or part of the river-conservancy works, for purchase of material or of machinery, etc., shall be submitted to public tender and awarded to the party offering the most advantageous terms.

Art. IV.—Every three months a detailed report upon the work done and a statement of expenses incurred will be drawn up and submitted for examination to the Consular Body.

Art. V.—The sanction of the Taotai and of the Commissioner of Customs in Shanghai will be required for constructing wharves and jetties as well as for the establishment of all pontoons or floating houses in the river.

Art. VI.—The Taotai and the Commissioner of Customs at Shanghai will have the right to expropriate the existing permanent moorings and to establish a system of public moorings in the river.

Art. VII.—The sanction of the Taotai and of the Commissioner of Customs will be necessary for the prosecution of all dredging and other work.

Art. VIII.—The Taotai and Commissioner of Customs will have the right to acquire all land situated outside the foreign concessions, necessary for the execution of the work of improving and conserving the Huangpu and to dispose of the said land. If, in this connection, it should be considered necessary to expropriate land, and if such land should be the property of foreigners, the price thereof will be determined by a commission composed of—

(1) A person selected by the Consular authority having jurisdiction over the owner.

(2) A person selected by the Taotai and the Commissioner of Customs.

(3) A person selected by the Doyen of the Consular Body.

Should the Doyen of the Consular Body be also the Consul of the proprietor, the third member of the Commission would be chosen by the Consul next in seniority to the Doyen.

The Consul having jurisdiction over the party interested will give effect to the decision on the considerations which had led to the introduction of this Bill showed clearly the process of Government, of official, thought.

The Secretary of State, Lord Commissioners of his Majesty's Treasury, the Government Colonial Secretary, the Attorney-General and Auditor General and Treasurer held high revel—a gaudy company frowsy (Laughter). But, he reminded them of the satire of Horace—*Partim montes, nesciunt ridiculus uisus*.

Continuing after an outburst of amusement the speaker declared that Government were dead to their responsibilities and duties. Government in this Bill sought to make the paper currency of the Colony partly a fiduciary one.

They were to use paper currency as a means of borrowing money without paying any interest for it. He would be told that there was a precedent. If so it was a bad one, and not one for them to follow. The Government of India had a note issue which was legal tender to an unlimited extent, but if he might judge by a statement in a London financial paper, the Currency Commissioners were fully secured. The latest returns from the Currency department were of interest and he read the following extract from the *Statist*—

"The latest return of the Currency Department is most interesting in showing that the Government is taking full advantage of the increased powers given by the new Currency Act—viz., by issuing notes to the full extent of two crores against a holding of sterling securities in London. The total note circulation has increased to 446 crores, which is secured in the following somewhat complicated manner: 1,433 lacs against coined rupees; 240 lacs against uncoined silver; 1,424 lacs against gold; 1,000 lacs against securities held in India; 150 lacs against car-marked gold in London; and 200 lacs against sterling securities in London."

The point that struck him was that 1,000 lacs were held against securities in India. Possibly these were securities of the Government but they were negotiable in the hands of the Commissioners. But the position here was different.

Government said they would pay the debt at some future date. Abolish the legal tender clause and the public could take care of themselves. If this was allowed to stand in the ordinance he must oppose the Bill. It was admitted that the Government owed the Commissioners of Currency a considerable sum of money, but he certainly saw nothing in the ordinance which granted the Government absolute remission for its past sins or anything in the Bill which relieved Government of the necessity of paying the debt. The Bill now before them provided for the future but did not oblige the Government and the Commissioners of Currency from their delinquencies. He had not yet done with his indictment against the Government (Laughter). Had clause 12 of the ordinance no terror for the Currency Commissioners? Let them read. The speaker then recited amid continued laughter, that if they acted contrary to their duty and were found guilty of the offence, they were liable to imprisonment "for a term not exceeding three years" &c. He would be sorry to see such eminently respectable members of this small community languishing in prison. The only remedy would be for them to appoint the Chief Justice on the bench and he could then acquit himself and his co-commissioners of the charges he brought against them. (Renewed laughter). The Treasurer, in introducing the Bill, told them the Commissioners' accounts had been audited by the Auditor General with his usual care (Laughter). Turning to page 14 of the Treasurer's last financial report he found that there had been a capitalised surplus of £1,000,000, which was to be applied to the payment of debts due to the Currency Commissioners of India. He had found a foot note that of the amount due to the Commissioners of India, £1,000,000 was not accounted for.

Peking, 17th October (continued).

At the end of the speech he said that he had

not been able to find any record of the

Commissioners' accounts having been audited by the Auditor General with his usual care (Laughter).

Turning to page 14 of the Treasurer's last financial report he found that there had been a capitalised surplus of £1,000,000, which was to be applied to the payment of debts due to the

Commissioners of India, £1,000,000 was not accounted for.

He had found a foot note that of the amount due to the Commissioners of India, £1,000,000 was not accounted for.

He had found a foot note that of the amount due to the Commissioners of India, £1,000,000 was not accounted for.

He had found a foot note that of the amount due to the Commissioners of India, £1,000,000 was not accounted for.

He had found a foot note that of the amount due to the Commissioners of India, £1,000,000 was not accounted for.

He had found a foot note that of the amount due to the Commissioners of India, £1,000,000 was not accounted for.

He had found a foot note that of the amount due to the Commissioners of India, £1,000,000 was not accounted for.

C. SAGOL  
Y. UCHIDA  
A. VON CITTERS  
G. GOMAKOWSeal of the  
Waiwau.

## SINGAPORE CURRENCY NOTES.

## DISCUSSION IN COUNCIL.

At a meeting of the Legislative Council at Singapore on the 6th October, the second reading of the Currency Note Ordinance, 1899, Amendment Bill 1905 (Bill to further amend the Currency Note Ordinance 1899) was moved by the Acting Colonial Treasurer, and seconded by the Auditor-General.

The Hon. G. S. Murray expressed himself in opposition to the motion. If, he said in the course of a lengthy speech, this Bill were passed, it would be as humiliating to the Council as it was undignified on the part of the Government to introduce it. When the note issue of this Colony was established in Ordinance 8 of 1897, the Government asked the public to accept Government notes, nay more, it pledged the Government to secure the means by which the public were to be safe-guarded in the Unlimited Liability Clause of the Ordinance. Did the Government give this pledge

intending to evade their obligations as it sought to do now at the first opportunity? They had set a bad example in breaking their own law (Laughter).

Through their mouthpiece the Colonial Treasurer they were told that "the conditions of the old ordinance were inconvenient and unnecessary." The impious debtor all the world over told the bill collector when he called for his money that "it was inconvenient to pay," and as time went on and he hardened in sin he counselled himself with the reflection that it was "not necessary" to pay. (Laughter). They however did not make the excuse of impecuniosity. In the debates on the Bill of 1897 he told the Government that he feared they were trying to get the note circulation into their own hands for fiscal purposes and what he asserted be proved to be true from the mouth of the

Treasurer. He said at the same time that he over told the bill collector when he called for his money that "it was inconvenient to pay," and as time went on and he hardened in sin he counselled himself with the reflection that it was "not necessary" to pay. (Laughter). They however did not make the excuse of impecuniosity. In the debates on the Bill of 1897 he told the Government that he feared they were trying to get the note circulation into their own hands for fiscal purposes and what he asserted be proved to be true from the mouth of the

Treasurer. He said at the same time that he over told the bill collector when he called for his money that "it was inconvenient to pay," and as time went on and he hardened in sin he counselled himself with the reflection that it was "not necessary" to pay. (Laughter). They however did not make the excuse of impecuniosity. In the debates on the Bill of 1897 he told the Government that he feared they were trying to get the note circulation into their own hands for fiscal purposes and what he asserted be proved to be true from the mouth of the

Treasurer. He said at the same time that he over told the bill collector when he called for his money that "it was inconvenient to pay," and as time went on and he hardened in sin he counselled himself with the reflection that it was "not necessary" to pay. (Laughter). They however did not make the excuse of impecuniosity. In the debates on the Bill of 1897 he told the Government that he feared they were trying to get the note circulation into their own hands for fiscal purposes and what he asserted be proved to be true from the mouth of the

Treasurer. He said at the same time that he over told the bill collector when he called for his money that "it was inconvenient to pay," and as time went on and he hardened in sin he counselled himself with the reflection that it was "not necessary" to pay. (Laughter). They however did not make the excuse of impecuniosity. In the debates on the Bill of 1897 he told the Government that he feared they were trying to get the note circulation into their own hands for fiscal purposes and what he asserted be proved to be true from the mouth of the

Treasurer. He said at the same time that he over told the bill collector when he called for his money that "it was inconvenient to pay," and as time went on and he hardened in sin he counselled himself with the reflection that it was "not necessary" to pay. (Laughter). They however did not make the excuse of impecuniosity. In the debates on the Bill of 1897 he told the Government that he feared they were trying to get the note circulation into their own hands for fiscal purposes and what he asserted be proved to be true from the mouth of the

Treasurer. He said at the same time that he over told the bill collector when he called for his money that "it was inconvenient to pay," and as time went on and he hardened in sin he counselled himself with the reflection that it was "not necessary" to pay. (Laughter). They however did not make the excuse of impecuniosity. In the debates on the Bill of 1897 he told the Government that he feared they were trying to get the note circulation into their own hands for fiscal purposes and what he asserted be proved to be true from the mouth of the

Treasurer. He said at the same time that he over told the bill collector when he called for his money that "it was inconvenient to pay," and as time went on and he hardened in sin he counselled himself with the reflection that it was "not necessary" to pay. (Laughter). They however did not make the excuse of impecuniosity. In the debates on the Bill of 1897 he told the Government that he feared they were trying to get the note circulation into their own hands for fiscal purposes and what he asserted be proved to be true from the mouth of the

Treasurer. He said at the same time that he over told the bill collector when he called for his money that "it was inconvenient to pay," and as time went on and he hardened in sin he counselled himself with the reflection that it was "not necessary" to pay. (Laughter). They however did not make the excuse of impecuniosity. In the debates on the Bill of 1897 he told the Government that he feared they were trying to get the note circulation into their own hands for fiscal purposes and what he asserted be proved to be true from the mouth of the

Treasurer. He said at the same time that he over told the bill collector when he called for his money that "it was inconvenient to pay," and as time went on and he hardened in sin he counselled himself with the reflection that it was "not necessary" to pay. (Laughter). They however did not make the excuse of impecuniosity. In the debates on the Bill of 1897 he told the Government that he feared they were trying to get the note circulation into their own hands for fiscal purposes and what he asserted be proved to be true from the mouth of the

Treasurer. He said at the same time that he over told the bill collector when he called for his money that "it was inconvenient to pay," and as time went on and he hardened in sin he counselled himself with the reflection that it was "not necessary" to pay. (Laughter). They however did not make the excuse of impecuniosity. In the debates on the Bill of 1897 he told the Government that he feared they were trying to get the note circulation into their own hands for fiscal purposes and what he asserted be proved to be true from the mouth of the

Treasurer. He said at the same time that he over told the bill collector when he called for his money that "it was inconvenient to pay," and as time went on and he hardened in sin he counselled himself with the reflection that it was "not necessary" to pay. (Laughter). They however did not make the excuse of impecuniosity. In the debates on the Bill of 1897 he told the Government that he feared they were trying to get the note circulation into their own hands for fiscal purposes and what he asserted be proved to be true from the mouth of the

Treasurer. He said at the same time that he over told the bill collector when he called for his money that "it was inconvenient to pay," and as time went on and he hardened in sin he counselled himself with the reflection that it was "not necessary" to pay. (Laughter). They however did not make the excuse of impecuniosity. In the debates on the Bill of 1897 he told the Government that he feared they were trying to get the note circulation into their own hands for fiscal purposes and what he asserted be proved to be true from the mouth of the

## Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LTD.  
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARD.

FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL	"MENELAUS"	31st October.
GLASGOW and LIVERPOOL	"HECTOR"	7th November.
GLASGOW and LIVERPOOL	"PINSUEY"	7th "
GLASGOW and LIVERPOOL	"GLAUCUS"	14th "

## HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	24th October.
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	7th November.
*GENOA, MARSEILLES & L'POOL	"CHINGWO"	15th "
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	21st "

\* Taking cargo for Liverpool at London rates.

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH  
THE NORTHERN PACIFIC RAILWAY CO.  
AND, TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMERS	DUK
VICTORIA, SEATTLE, TACOMA, and "PINGSUEY"	.....	8th November.
all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA "OANFA"	.....	30th November.

## WESTWARD.

FROM	STEAMERS	DUK
TACOMA, SEATTLE, VICTORIA and "KEEMUN"	.....	24th October.
PACIFIC COAST	"MACHAON"	3rd November.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 16th October, 1905.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
TSINGTAO, CHEFOO and NEWCHWANG	"PAKHAI"	18th October.
NINGPO and SHANGHAI	"KWEILIN"	20th "
MANILA	"TAMING"	24th "
CEBU and ILOILO	"KAIFONG"	24th "
FORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	29th "
VOKOHAMA and KOBE	"TSINAN"	5th November.
• Taking cargo on through bills of lading to all Yangtze and Northern China Ports.		
• The attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.		
• Taking cargo and Passengers at through rates for all New Zealand and other Australian Ports.		
For Freight or Passage, apply to	BUTTERFIELD & SWIRE, AGENTS.	16

Hongkong, 17th October, 1905.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain:	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 21st Oct., at Noon.
RUBI	2540	A. H. Nooley	"	SATURDAY, 28th Oct., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 14th October, 1905.

[5]

## HONGKONG—NEW YORK.

## AMERICAN ASIATIC STEAMSHIP CO.

## FOR NEW YORK via PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.) About

"ALSTON" ..... SATURDAY, 21st October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 10th October, 1905.

[17]

BOO CHEONG,

STATIONER AND PAPER MERCHANT,

No. 20, Pottinger Street.

TSANG FOO & CO.,  
COAL MERCHANTS AND STEVEDORES,

45 Des Voeux Road.

SHIPS Coated from alongside at the shortest notice, and with all possible despatch.

Prices Moderate. Telephone No. 220.

Rooms, 1st, 2nd February, 1905.

[64]

## Shipping—Steamers.

## HONGKONG—MACAO LINE.

S.S. "WING CHAI"  
Captain T. AUSTIN, L.M.

THIS Steamer departs from Hongkong on Week Days, at 3 A.M. and on Sunday at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sunday at 3.30 P.M., if tide permits.

FARES.—Week Days, 1st Class, including Cabin and servant, Single \$3; Return, \$5; and Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an excursion, at the following rates:—1st and 2nd Class, Single, 30 cents; Return, 20 cents; Steerage, 10 cents.

Breakfast, Tea and Dinner are supplied alike on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of 50 cents.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.,  
and Floor, No. 16, Victoria Street,  
Hongkong, 9th October, 1905. [14]

## STEAM TO CANTON.

## THE New Twin Screw Steel Steamers

Tons Captain  
"KWONG CHOW" ..... 1,309. T. R. MEAD.  
"KWONG TUNG" ..... 1,338. H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are fitted throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ... \$4  
Meals ..... \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and  
YUEN ON S.S. CO., LTD.,  
No. 8, Queen's Road West,  
Hongkong, 23rd August, 1905. [15]

## REGULAR STEAMSHIP SERVICE

## TO NEW YORK,

## VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

## PROPOSED SAILINGS FROM HONGKONG

Steamship About

"WRAY CASTLE" ..... 6th November.

"GHAZEE" ..... to follow.

"LOTHIAN" ..... to follow.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents Hongkong, 16th October, 1905. [16]

## INDO-CHINA STEAM NAVIGATION CO., LTD.

## (PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	"HANGSANG"	THURSDAY, 19th Oct., Daylight.
MANILA	"LONGSANG"	FRIDAY, 20th Oct., 4 P.M.
TIENTSIN	"ESANG"	TUESDAY, 24th Oct., 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	TUESDAY, 24th Oct., 3 P.M.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

+ Taking cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 17th October, 1905. [16]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons To Sail at Daylight on

"ARABIA" ..... 4,483 Metzenthin November 7th, 1905.

"ARAGONIA" ..... 5,108 Ernst November 29th,

"NICOMEDIA" ..... 4,370 Wagemann December 22nd,

"NUMANTIA" ..... 4,370 Fedtmann January 7th, 1906.

The S.S. "Arabia" left Portland on October 1st, and is expected to arrive here on and November 7th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

## "BEN" LINE OF STEAMERS.

## FOR LONDON AND ANTWERP.

had this gentleman and the landlady and her daughter to the theatre, and took them to supper afterwards at a tavern. "Here she pretended that another party at the same tavern wanted to see her, and slipped home, broke open the watchmaker's trunks, and stole about £600. However, she was becoming not long, and though disguised as a widow, was occasionally recognized. "This was her last project," says her chronicler. "Her appointed time was drawing nigh, her glass had but few more sands to run. She changed her lodgings again, but was found, quite by accident, by a bairn searching for something else. She was tried—such is the irony of fate—for quite an unimportant robbery—the private stealing of a single piece of plate, and was hanged on her birthday, apparently very penitent and religious. On her sleeve she pinned the portrait of her 'husband' Cartefon, the sham young Lord, which was, at her special request, buried with her."—*Sydney Daily Telegraph*.

## THE "SATURDAY REVIEW" ON SNOBILITY.

## AN ASTOUNDING DISCLOSURE!

Under the sub-heading above, the *Saturday Review* caricatures those people who are anxious that the world should know that they were invited to a "Royal Function." The *Saturday* takes as its text the following paragraph from the *Court Intelligence of the Times*:

"Mr. and Mrs. — were unavoidably prevented from having the honour of obeying their Majesty's (sic) command to attend the garden party at Windsor owing to their absence in —."

"Is not this a most important announcement?" it is asked. "Is it not extraordinarily interesting? One cannot imagine the *Times* printing any announcement that was not both important and interesting. But anything so startling and so significant as this even the *Times* cannot often attain to. One wonders how does the great paper manage to obtain such accurate information about profoundly secret matters. It is wonderful how the *Times* should know what goes on even on lesser occasions, such as Cabinet Councils; but to discover that a person who was not present at Court function none the less had received a command to attend it is far more extraordinary. The gratitude of the public, especially its intelligent portions, is due to the *Times* for giving us this information which it would be exceedingly difficult even for the most intimate friend of the parties to obtain. We have sometimes thought it remarkable that the newspapers know so much about everyone who is present at these functions, and about his or her dress, especially, when they give particulars about persons we have known to be elsewhere at the time. But after all one can tell that an intelligent reporter can tell you a good deal about a person he has seen. But how can he find out that a person who was not there and whom he did not see, even imagining he saw, none the less did get an invitation? Is not this clairvoyance in excelsis? For consider his difficulties. An invitation card, after you have sent a refusal, or in due form begged to be excused from obedience to a Royal command, is obviously the most useless thing in the world; it goes straight into the waste-paper basket. Rude persons like T. Hackney have suggested that there are people who keep refused invitations to good houses and sometimes leave them about so that others may have the pleasure of contemplating them as well as they. But we don't do that sort of thing now; snobs are an extinct race. Then where is the evidence to be found on which the *Times* bases its announcement? Perhaps it isn't true, after all, perhaps Mr. and Mrs. — never did have an invitation. No! that is impossible; the *Times* never says what is not true. Besides, though it might make a shot at political or war news, it would never take risk in a matter of such grave importance as this. Certainly it is just possible that a servant might receive the card from the waste-basket and try to make his bargain with the *Times*. News of such import would necessarily be worth a great sum. But that would not be quite a nice source of information, and the *Times* has taken so much interest lately (see the Manager's letter to householders) in the careers and characters of men-servants and maid-servants that it cannot be concealed it would encourage servants to engage in underhand business of this kind. No doubt the servant would be given a moral lecture instead of money and dismissed, the card being burnt. Then where does the *Times* get the news from? Friends of the parties could not tell; they would not know. You do not blab about to your friends that you have had a smart invitation which you will be prevented from accepting. A friend here and there might know, but it would not strike him to tell the *Times*; for he would say it was no one's business except his friend's whom he would necessarily annoy exceedingly if he published this trifling private matter in the papers. And he would not see how it could possibly interest the public. That, of course, is just where a plain man, a gentleman but not a genius, would go wrong. He would not have the perception which the *Times* editorial staff has to see the vital importance of the announcement to the whole country. And yet another hypothesis must be dismissed. The informer is not the person who sent the card. Hosts and hostesses may be fond of calling the papers list of distinguished folk who honoured their houses with their presence, but they don't send lists of those who refused them. If the refuser was an ordinary person, he would not be considered; if an extraordinary host and hostess would rather conceal his refusal. For it is true of celebrities as of spirits, anyone can call them, but will they come?"

"As we exhaust the possible channels of information, exceedingly painful thoughts begin to obtrude itself. In suggestion we repelled as impossible, too hideous to be entertained for a moment. Indeed the very starting point in our inquiry was the assumption, the certainty, that Mr. and Mrs. — themselves had nothing to do with the paragraph. No doubt an airtight temper, a sense of duty, to their countrymen, might cause them some qualms about keeping back from the public the fact of their whereabouts on the day of the Windsor garden party, and the still greater fact that they were commanded to attend. We allowed for that, but on the whole we felt sure that delicate sensitiveness, an intense repugnance to parade what after all was their own business would overcome every scruple. They might justly argue that however interesting these domestic details might be to their countrymen, it was impossible to show there was any legal obligation on them to publish the facts in the *Times*. Any lingering misgiving would be dispelled by the reflection that at any rate the King was in possession of the greatest secret so the nation could not suffer. The conclusion that the information was undoubtedly from 'Mr. and Mrs. —' seemed to us certain. But now we have tried every other hypothesis, and none of them can be got over than this—that the *Times* did not get the information, but had it from someone else. That Mr. and Mrs. — certainly did not receive an invitation from the Queen, and that they were not here, could

come from anyone else. It must be so; they must have set the paragraph to the *Times* themselves."

"It is very sad; we have even heard that sometimes people put the *Times* to put in these announcements about themselves. And we thought the race of snobs was extinct! What foolishness! people should think that because you were not seen at the party, you had not been asked. It is a great advance on those who write to the papers to say that they were there, though their names were not amongst the printed list. There no doubt make the correction: the interest of truth though we do not remember many letters protesting against the inclusion of their names in the list of guests present, when in fact they had not been amongst them. If one could only now and again see in the *Times* a notice from some other 'Mr. and Mrs.' (who also could prove an alibi on the day of the garden party, or other party), that their absence in the south did not prevent their being present at the party, as they had not been asked; and they wished to forestall any possible false inferences. The announcement would be in bad taste, we admit, but it would be a refreshing variation in bad taste."

## Shipping.

## Arrivals.

Laihang, Br. s.s., 3/60, P. M. B. Lake, 16th Oct.—Calcutta 1st, Oct.—Penang and Singapore 10th Oct. Gen. J. M. & Co.

Fakto, Br. s.s., 1/29, K. E. Tubbins, 16th Oct.—Manila 11th Oct. Ballast—B. & S.

Zafiro, Br. s.s., 1/618, R. R. Hodges, 16th Oct.—Manila 14th Oct. Gen. S. T. & Co.

Chowia, Ger. s.s., 1/555, F. Spiesen, 16th Oct.—Bangkok 9th Oct.; Rice and Wood—B. & S.

Taimo, Ger. s.s., 1/39, A. Kirat, 16th Oct.—Saigon 11th Oct. Gen. J. & Co.

Tsaiman, Br. s.s., 1/46, C. Lindberg, 17th Oct.—Sydney 2nd Sept., and Manila 15th Oct.—Gen. B. & S.

Doric, Emp. of India, Japan 1/20, C. P. R. Co., 22nd Oct.—Sydney 2nd Sept., and Manila 15th Oct.—Gen. B. & S.

Zetien, Japan 1/20, C. P. R. Co., 23rd Oct.—Sydney 2nd Sept., and Manila 15th Oct.—Gen. B. & S.

Courfield, Japan 1/20, C. P. R. Co., 24th Oct.—Bombay 1/20, C. P. R. Co., 24th Oct.—Gen. B. & S.

Arabia, Portland, P. & A. Co., Nov. 2

Lothian, Br. s.s., 3/22, J. C. Williamson, 18th Oct.—Singapore 9th Oct.—Gen. D. & Co.

Yausang, Br. s.s., 1/64, R. Houghton, 14th Oct.—Saudakan 8th Oct. Gen. J. M. & Co.

Onang, Br. s.s., 1/87, J. T. Davies, 12th Oct.—Probolinggo 2nd Oct.; Sugar—J. M. & Co.

Petchaburi, Ger. s.s., 1/37, G. Hillmann, 14th Oct.—Bangkok 11th Oct. Rice and Gen.—B. & S.

Promise, Nor. s.s., 1/14, E. Torstenson, 15th Oct.—Napng via Amoy and Swatow 12th Oct.—Gen. O. S. K.

Quinta, Ger. s.s., 1/82, Frahm, 10th Oct.—Chefoo 12th Oct. Gen. S. & Co.

Shavina, Ger. s.s., 1/24, Robins, 15th Oct.—Shanghai, Br. s.s., 1/75, T. Mitchell, 14th Oct.—Java 23rd Sept., Sugar—J. M. & Co.

Thomas, Nor. s.s., 1/66, I. Jager, 15th Oct.—Moli 8th Oct.; Coal—B. & S.

Tjilatjan, Dut. s.s., 1/75, H. Koops, 14th Oct.—Java via Macassar 6th Oct. Gen. J. L.

Toliv, Nor. s.s., 1/41, J. Enger, 5th Oct.—Raing 27th Sept., Timber—Order.

**SAFETY VESSELS.**

Churchill, Am. 4-masted sch. 600, Huffman, 27th Aug.—Daiphong 23rd Aug. Ballast—Master.

Ecuador, Ger. 4-masted ship, 2,103, O. Dickmann, 2nd Sept.—New York 19th May. Paraffine.—Order.

**STEAMERS EXPECTED.**

**DOCK RETURNS**

HONGKONG AND WHAMPoa DOCKS.

Longsang ..... Kowloon 1/ock.

Kapitan ..... Kowloon 1/ock.

Dr. H. J. Kien ..... Kowloon 1/ock.

**SHANGHAI**

King-mow ..... 15th inst. New, Oct. 7.

Irene ..... Tunkadou, 9.

**SHIPS PASSED THE CANAL.**

Untw.-1d-15th September, Lathiam, 20th September—Rheinla. Annam, Shadwell 21st September—Indran. Satalas, 27th September—Inkula, 20th September—Rheinla. Ping Suy, Davil, M. netuan, Indrahan, Krause, C. Ford Laelie, Castillo, 3rd October—Polaro, Alaka, Malacca, 6th October—Tourane, Hector, 9th October—Armand Behre, 10th October—Munica, Cardum, Nore, 14th October—Glaucus, Glenloch, Glengarr, Nippon, Helen Richers, Sachsen, Shimosa, Naphra. Homeward—10th September—Kennebec, 27th September—Renmahr, St. Hugo, Stedur, 6th October—Reussen, 10th October—Samia, Anfa, 14th October—Ernest Simons, Spain.

Arrivals at Home—12th September—Sithonia, 15th September—Brigavia, Nordpol, 20th September—Alcides, Formosa, Palma, 23rd September—Ajax, Frisia, Heinrich, Sydney, 27th September—Telemachus, 29th September—Dechana, 3rd October—China, Achilla, Benrey, Himalaya, Idomenus, 6th October—Japan, 6th October—Prins Eitel Friedrich, 10th October—Munich, Rosario, 14th October—Aelet, Konang Si.

**Post Office.**

A Mail will close for—

Singapore—Per Slavonia, 18th Oct., 9 A.M.

Quang-chowwan—Per Hol Tim, 18th Oct., 9 A.M.

Frederick, Wilhelmshafen, Herbertshofe, Matupi, Brisbane, and Sydney—Per Prins Waldemar, 18th Oct., 10 A.M.

Shantung, 18th Oct., 10 A.M.

King-mow, 15th inst. New, Oct. 7.

Collins, Mr. and Mrs. Tuthill, Dr. and Mrs. Edgar D. Knight, Mrs. Tuthill, Miss

**Passengers arrived.**

Per Taimo, from Saigon—Messrs. Briton, Engler, and 19 Chinese.

Per Laihang, from Calcutta, &c.—H. E. Tong Shao Yi, Mr. Liang, 2-nd, Mr. K. S. Kwan, Messrs. To Chen, Chu Y. Chow, Aston, and 649 Chinese.

Per Taimo, from Australian Posts—Capt. Davies, Mrs. and Miss Tuthill, Mrs. Knight, Mr. and Mrs. Colins, Messrs. Moon, Kelly, Cowan, N. R. and Master Drougham, Campbell, F. B. Parsons, F. P. Robson, O. P. Malone, Mr. F. Quin, J. F. Gregory, T. Haworth, A. H. Barlow, Hankson, So Su, So Shiam, Ying, Tan Say Keng, J. Watt, and 71 Chinese.

Per Prins Waldmar, for Singapore from Yokohama—Mr. P. R. Peyer, Mr. and Mrs. Y. Yabuki, Messrs. Swaya, Spito, K. I. and C. Kwan, From Kobo—Mrs. Nakamura, Mr. Kasahara, Mrs. Imano Ume, Messrs. Chu Lo-Chu, Wong Yu, Chan Yat Wai, T. and Y. I. Karaoka, Schmeider and Lam Fok.

**Shipping Report.**

Str. Pakhol, str. Manila—Moderate N.E. wind throughout the passage.

Str. Zafiro from Manila—Light NE. breeze, with moderate N.E. and S.E. winds, with a heavy swell running.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Tsaiman from San Francisco, etc.—The weather throughout the voyage has been exceptionally fine without any occurrence of note, from Manila, met. with moderate N.E. wind, and moderate sea.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Tsaiman from San Francisco, etc.—The weather throughout the voyage has been exceptionally fine without any occurrence of note, from Manila, met. with moderate N.E. wind, and moderate sea.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Kohsichang from Kohsichang—Experienced moderate Ely and S.Ely winds, with a heavy swell running.

Str. Kohsichang

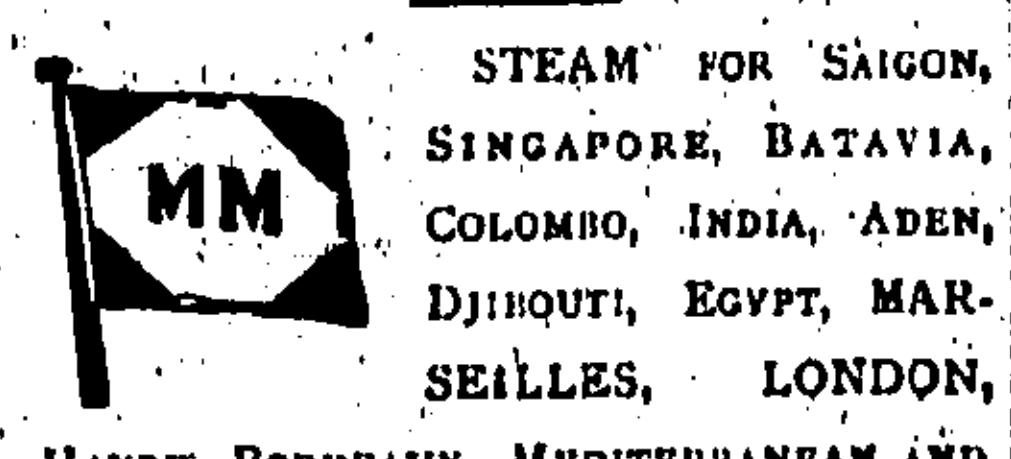
**Intimation.****THE HONGKONG FROZEN FOOD SUPPLY.**

THE DEPOT OPENS AT 6 A.M.

THE following are in Stock:

PRIME AUSTRALIAN BEEF, MUTTON,  
LAMB, PORK,  
DAIRY FARM FED. PORK.Bacon, Best Wiltshire ..... \$3.70 per lb  
"Carrot" Meat Extract, 2 oz. .... 70 per pot.  
"do" "do" 4 oz. .... 1.25  
Ducks, Local (dressed) ..... 65 each  
Fish, Fresh Canadian Salmon ..... 60 per lb  
Fish, Australian Smoked Mullet, 60 " "  
"do" "do" Schupper, 65 "  
Geese, Local (dressed) ..... 1.50 each  
Hares, Australian 1st Grade ..... 1.40 "  
Ham, Best York ..... 70 per lb  
Ham, Australian, "Pineapple"  
"Brand" ..... 60 "  
"do" extra per lb for Ham cut, 65 "  
Kidneys, Australian Sheep ..... 65 each  
Lemons, Australian ..... { 48 cts. & 65  
"cts. per doz.  
Oysters, American (large size, in  
tins) ..... 250 per tin  
Oysters, Australian (in bottles) { \$1.25 & \$1.50  
"25 doz." ..... per bottle  
Partridges, Local ..... 75 each  
Pigeons, Local ..... 35 "  
Rabbit, Australian 1st Grade ..... 65 "  
Sausages, Australian Fritz ..... 65 per lb  
Sausages, Oxo, Made (of Aus-  
tralian Meats) ..... 25 "  
Snipe, Local ..... 25 each  
Tongues, Australian Sheep ..... 20 "  
Turkeys, Choice Australian  
(plucked) ..... 60 per lb**SPECIAL NOTE.**Orders required to be filled in the Early  
Morning should be sent in before 3.30 P.M.  
the previous day.Orders for NOON should be sent in by 8.00  
A.M. the same day.Orders for 3.30 P.M. should be sent in by  
Noon the same day.

Hongkong, 17th October, 1905. [988]

**Mails.****MESSAGERIES  
MARITIMES**  
FRENCH MAIL STEAMERS,STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, INDIA, ADEN,  
DJIBOUTI, EGYPT, MAR-  
SEILLES, LONDON,HAVRE, BORDEAUX, MEDITERRANEAN AND  
BLACK SEA PORTS.**The S.S. "OCEANIEN."**Captain Courte, will be despatched for  
MARSEILLES on TUESDAY, the 31st  
October, at 1 P.M.Passage tickets and through Bills of Lading  
issued for above ports.Cargo also booked for principal places in  
Europe.

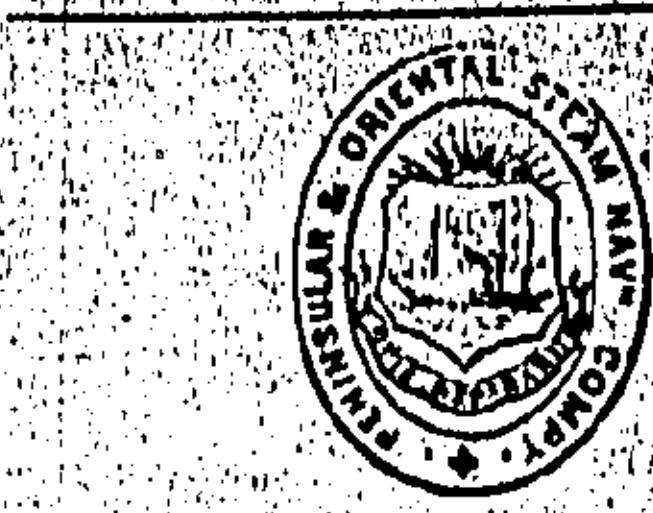
Next sailings will be as follows:-

S.S. SALAZIE ..... 14th November.

G. DE CHAMPEAUX,

Agent,

Hongkong, 17th October, 1905. [755]

**Mail.****THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.**STEAM FOR  
TRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMER-  
ICAN and SOUTH AFRICAN PORTS.)

F. H. Steamship

"CHUSAN."

Captain H. W. Kenrick, R.N.R., carrying His  
Majesty's Posts, will be despatched from this for  
BOMBAY on SATURDAY, the 21st October,  
Noon, taking Passengers and Cargo for the  
various Ports in connection with the Company's  
S.S. Britannia, 6,725 tons, from Colombo,  
Passenger accommodation in which vessel is  
secured before departure from Hongkong.Silk and Valuables, all, Cargo for France,  
and Tea for London (under arrangement) will  
be shipped at Colombo into the Mail  
Steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. Moldavia,  
in London on the 2nd December.Parcels will be received at this Office until  
the day before sailing. The Contents and  
value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,  
Acting Superintendent,  
Hongkong, 7th October, 1905. [12]**To Let.**TO LET.  
NO. 15, KNUTSFORD TERRACE,  
KOWLOON.Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 5th September, 1905. [900]TO LET.  
NO. 3, MACDONNELL ROAD.Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 19th July, 1905. [755]TO LET.  
GODOWN No. 3, NEW PRAYA, Kennedy  
Town.Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 27th June, 1905. [692]

TO LET.

A BUILDING at CAUSEWAY BAY, at  
present in occupation of the Steam  
Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing  
Polo Ground.OFFICES in course of erection, COW-  
NAUGHT ROAD (near BLACK PIER).

GODOWNS: PRAYA EAST.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 19th August, 1905. [169]SHOP TO LET  
IN  
QUEEN'S ROAD CENTRAL.HALF THE PREMISES at present occu-  
pied by the ROBINSON PIANO CO.,  
possession November 1st.

For Particulars, apply to—

W. BREWER & CO.  
Hongkong, 23rd September, 1905. [921]

TO LET.

SEMI-DETACHED VILLAS, Two, in  
Garden Road, near the Ferry, with Fine  
Bright and Airy Rooms. GAS and ELECTRIC  
BILLS laid on. Commanding fine view of the  
Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,  
No. 5, D'Aguilar Street,  
37 and 38, Elgin Road, Kowloon.  
Hongkong, 5th June, 1905. [627]**ACHEE & CO.**  
ESTABLISHED 1859.**FURNITURE****GENERAL HOUSEHOLD****REQUISITES****EC. EC. EC.****DEPOT****VOR****EASTMAN'S****KODAKS, FILMS****AND****ACCESSORIES**

AMATEUR OR PROFESSIONAL ATTENTION

**SHARE QUOTATIONS.**

SUPPLIED BY MEANS: BENJAMIN, KEL- LY & CO.	POSITION AS PER LAST REPORT RESERVE	PAID UP.	CORRECTED TO APRIL 1, 1905, ALTHOUGH PUBLISHED AS OF COMMERCIAL LISTING DATE	LAST DIVIDEND	CLOSING QUOTATION
STOCKS	NO. OF SHARES	VALUE	AT WORKING ACCOUNT		
BANKS.					
Hongkong & Shanghai Banking Corporation	76,000	\$125	\$245	1,000,000 \$50,000 \$250,000 \$200,000	11.50
National Bank of China, Limited	99,025	\$7	\$6	541,758	11.50
MARINE INSURANCES.					
Canton Insurance Office, Limited	10,000	\$250	\$5	\$1,400,000 \$1,730,000	510,000
China Traders' Insurance Company, Limited	24,000	\$83.33	\$21	1,100,000 \$1,73,900 \$1,73,900 \$1,73,900	510,000
North China Insurance Company, Limited	10,000	\$15	\$15	Tls. 217,110	11.50
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	52,075,000	335 in 1905
Yangtze Insurance Association, Limited	8,000	\$180	\$60	14,665,000	\$13 and \$3 special dividend for 1905
FIRE INSURANCES.					
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$218,000 \$2,24	86 dividend & \$1 bonus for 1905
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,202,500	\$34 int. 1905
SHIPPING.					
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$5,000 \$261,150	51.50
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$81,041	51.50
Hongkong, Canton & Macao Steamboat Co., Ltd.	86,000	\$15	\$15	180,000 \$145,175	51.50
Indo-China Steam Navigation Company, Limited	10,000	\$10	\$10	1,443,100	12/- @ 1/10 = \$10.50 for 1904
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	1,43,762	Interim of Tls. 2 for 1905
"Shell" Transport and Trading Company, Limited	1,000,000	\$1	\$1	1,40,000	Interim of \$1 (Coupon No. 5) for 1904
"Star" Ferry Company, Limited	10,000	\$10	\$10	529	\$1,60 for year ending 30.4.1905
Traits Steamship Company, Limited	5,000	\$100	\$100	51,231	\$10 for 1904
Taku Tug and Lighter Company, Limited	30,000	Tls. 15	Tls. 15	510,433	Interim of Tls. 2 for 1905
REFINERIES.					
China Sugar Refinery Company, Limited	20,000	\$100	\$100	545,000 \$150,000	Interim of \$10 for 1905
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	Dr. 58,007	\$3 for 1897
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 1,635	Tls. 2 for year ending 30.06.1905
MINING.					
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	5,450,000 \$150,000	Final of Tls. 8 making 1,115 for 1904/5
Oriental Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	567,800 G. \$67,001	\$3.75 for 1904 on old capital
Raub Australian Gold Mining Company, Limited	150,000	\$1	\$1	54,873	First year
DOCKS, WHARVES & GODOWNS.					
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	51,000,000 \$70,000 \$30,000	510,424
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	55,473 \$10,000 \$30,000	510,422
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	51,500 \$1,500	550,133
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	51,500 \$1,500	517 for first half-year 1904
New Amoy Dock Company, Limited	6,000	\$61	\$61	51,500 \$1,500	517 for 1903
Shanghai and Hongkong Wharf Company	32,000	Tls. 100	Tls. 100	51,500 \$1,500	516 for 1902
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	51,500 \$1,500	517 for 1901
LANDS, HOTELS & BUILDING.					
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	514,516 Tls. 34,000 Tls. 8,000	510,428
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 15	Tls. 15	510,428	Final of Tls. 5 making Tls. 9
Central Stores, Limited	6,000	\$15	\$12	510,428	Final of 60 cents making \$1.30 for 1904
Do. (Founders)	123	\$15	\$12	510,4	